Grounding of Uzbekistan TU-154 aircraft

25. SHRI VIREN J. SHAH:
DR. BAPU KALDATE:
DR. YELAMANCHILI SIVAJI:
SHRI RAJNI RANJAN *SAHU:*
SHRI SYED SIBTEY RAZI:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of TU-154 aircraft leased by Government from Uzbekistan Airways and other Airlines;

(b) what are the terms and conditions on which these aircrafts were leased;

(c) what is the rate per flight hour;

(d) what is the total amount paid so far and likely to be paid to the Uzbekistan Airways;

(e) whether all these aircrafts have been grounded;

(f) whether the air worthiness *of* these aircraft was checked before putting; them into operational flights;

(g) who is responsible for the loss due to accident of Januray, 1993; and

(h) what are the details in this regard and what steps have been taken to avert such mishap?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHU-LAM NABI AZAD): (a) Indian Airlines had leased 4 TU-154 aircraft from M/s Uzbekistan Airways and 3 from M/s Balkan Bulgarian Airlines.

(b) and (c) The terms and conditions of the lease were:

(i) Indian Airlines had to pay US $ 1200 per flying hour per aircraft taken from M/s Uzbekistan Airways. For the aircraft leased from M/s Balkan Bulgarian Airlines, Indian Airlines had to pay US $ 1200 per flying hour per aircraft for the first 100 hours in a month and US$ 1100 per flying hour thereafter.

(ii) The Lessor airlines had to provide aircraft, crew, maintenance and insurance of the aircraft. M/s Balkan Bulgarian Airlines was also to provide one additional standby aircraft free of cost which could also be used for extra flights.

(iii) Indian Airlines was to bear expenses on fuel, airport use, catering, passenger and third party liability and cost of hotel accommodation and boarding for the personnel of Uzbekistan and Balkan Airlines.

(d) The toal estimated amount likely to be paid to the Uzbekistan Airways is Rs. 3.30 crores. So far no payment has been made to Uzbekistan Airways.

(e) These aircraft have been withdrawn from service.

(f) The aircraft leased by Indian Airlinej are registered in their resptc-t"i-e countries and hold their certificate of airworthiness. They can be operated in India without additional permission from airworthiness point of view in accordance with the ICAO procedure.

(g) and (h) A. Court of Inquiry has been instituted in this regard under Rule 75 of The Aircraft Rules 1937.

DGCA guidelines for air safety

26. SHRI RAMENDRA KUMAR YADAV 'RAVT: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Directorate of Air Safety has found that executive pilots are responsible for the accidents;

(b) if so, what are the details of the guidelines issued by the Directorate General of Civil Aviation in this regard; and

(c) what steps proposed to be taken to comply with the guidelines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHU-LAM NABI AZAD): (a) Of the 13 accidents in the last five years, only one